

Claim 1 (cancelled).

Claim 2 (cancelled).

Claim 3 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end, the bar has a second end,

the shoe comprising the bar being of uniform thickness and being integral with the pad,

the center of the bar having a center straight section with a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the bar having a second end, the second end ~~has~~ having a second end axis, said second end axis being angled in respect to said center axis to form a second wing,

and said second end axis being differentially angled in respect to said center bar than said end axis.

Claim 4 (currently amended). The grouser shoe of ~~claim-1~~ claim 3 characterized in that the center of the bar has a center height, the end of the bar has an end height, and said center height being greater than said end height.

Claim 5 (previously presented). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end, the end has a length,

the shoe comprising the bar being of uniform thickness and being integral with the pad,

the center of the bar having a center straight section with a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the second end has a second end axis, said second end axis being angled in respect to said center axis to form a second wing at the second end of the bar,

the second end having a second length, and said second length being different than said length.

Claim 6 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the bar having a second end, the second end having a second end axis, said second end axis being angled in respect to said center axis to form a second wing,

said second end axis being differentially angled in respect to said center bar than said end axis,

the bar being formed separately from the pad, and the bar and pad being joined to form the shoe.

Claim 7 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the bar having a second end, the second end having a second end axis, said second end axis being angled in respect to said center axis to form a second wing,

\_\_\_\_\_ said second end axis being differentially angled in respect to said center bar than said end axis,

the bar being formed separately from the pad and welded onto the pad.

Claim' 8 (currently amended) A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the bar having a second end, the second end having a second end axis, said second end axis being angled in respect to said center axis to form a second wing,

\_\_\_\_\_ said second end axis being differentially angled in respect to said center bar than said end axis,

the bar being formed separately from the pad with part of the bar being differentially hardened in respect to the pad.

Claim 9 (original). The grouser shoe of claim 7 characterized in that the bar is differentially hardened, and the hardness of the bar approximating that of the pad along the joint thereto.

Claim 10 (previously presented). The grouser shoe of claim 8 characterized in that the bar joints the pad at a joint and the pad has a Rockwell hardness,

said Rockwell hardness being in the range of 30-40 Rc and the bar has a hardness substantially similar to that of the pad at its joint therewith with its hardness increasing substantially uniformly outwardly therefrom to substantially 50-55 Rc.

Claim 11 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis,

the end of the bar having an end axis, said end axis being angled in respect to said center axis to form a wing at the end of the bar,

the bar having a second end, the second end having a second end axis, said second end axis being angled in respect to said center axis to form a second wing,

said second end axis being differentially angled in respect to said center bar than said end axis,

the bar and pad being formed as a single piece, with the end of the bar being sheared from the pad, bent, and then reattached to the pad to form said wing.

Claim 12 (previously presented). The grouser shoe of claim 11 characterized in that the bar has ends, with said ends being sheared from the pad, bent, and then reattached to the pad to form the wings.

Claim 13 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and an end,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis,  
the end of the bar having an end axis, said end axis being  
angled in respect to said center axis to form a wing at the end of  
the bar,

the bar having a second end, the second end having a  
second end axis, said second end axis being angled in respect to  
said center axis to form a second wing,

said second end axis being differentially angled in  
respect to said center bar than said end axis,

the ends of the bar and pad being attached by welding.

Claim 14 (currently amended). A grouser shoe for a  
tracked vehicle, the grouser shoe having a pad and a bar with a  
center and two ends,

the shoe comprising the bar being of uniform thickness and  
being integral with the pad, the bar extending upwardly off of the  
pad to form the primary ground engaging drive connection for the  
shoe,

the center of the bar having a center straight section  
with a center axis, both ends of the bar having end axes  
respectively,

and said end axes being differentially angled in respect to said center axis to form differentially angled wings at the end of the bar.

Claim 15 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad,

the center of the bar having a center straight section with a center axis, both ends of the bar having end axes respectively,

said end axes being angled in respect to said center axis to form wings at the end of the bar,

and said first and second end axes ~~are~~ being differentially angled in respect to said center axis.

Claim 16 (currently amended). A grouser shoe of ~~claim-14~~ claim 15 characterized in that the bar has a center and two ends, said center and two ends each having a height, and said center height being greater than said end heights.



Claim 17 (previously presented). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center straight section with a center axis, both ends of the bar having end axes respectively,

said end axes being angled in respect to said center axis to form wings at the end of the bar,

the two ends have specified lengths, and said specified lengths being different respectively.

Claim 18 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis, both ends of the bar having end axes respectively,

~~and~~ said end axes being angled in respect to said center axis to form wings at the end of the bar, said first and second end axes being differentially angled in respect to said center axis,

the bar being formed separately from the pad, and the bar and the pad being joined to form the shoe.

Claim 19 (original). The grouser shoe of claim 18 characterized in that the bar is welded onto the pad.

Claim 20 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis, both ends of the bar having end axes respectively,

~~and~~ said end axes being angled in respect to said center axis to form wings at the end of the bar, said first and second end axes being differentially angled in respect to said center axis,

the bar being differentially hardened in respect to the pad.

Claim 21 (original). The grouser shoe of claim 20 characterized in that the bar is integral with the pad at a joint and has a hardness, said hardness approximating that of the pad along the joint therewith.

Claim 22 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis, both ends of the bar having end axes respectively,

and said end axes being angled in respect to said center axis to form wings at the end of the bar, said first and second end axes being differentially angled in respect to said center axis,

the bar and pad being formed as a single piece, with the ends of the bar being sheared from the pad, bent, and reattached integrally to the pad to form said wings.

Claim 23 (currently amended). A grouser shoe for a tracked vehicle, the grouser shoe having a pad and a bar with a center and two ends,

the shoe comprising the bar being of uniform thickness and being integral with the pad, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center of the bar having a center axis, both ends of the bar having end axes respectively,

and said end axes being angled in respect to said center axis to form wings at the end of the bar, said first and second end axes being differentially angled in respect to said center axis,

the ends of the bar being welded to the pad to reattach said wings.

Claim 24 (cancelled).

Claim 25 (cancelled).

Claim 26 (cancelled).

Claim 27 (cancelled).

Claim 28 (cancelled).

Claim 29 (cancelled).

Claim 30 (cancelled).

Claim 31 (cancelled).

Claim 32 (previously presented). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad and forming a bar having a uniform thickness with a center and two ends, bending the ends of the bar to form wings, attaching the bar to the pad, shearing the ends of the bar to form the wings, welding the sheared ends of the bar back to the pad, and

the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe.

Claim 33 (previously presented). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad and forming a bar having a uniform thickness with a center and two ends, bending the ends of the bar to form wings, attaching the wings to the pad, and the ends of the bar being bent to form wings of different lengths.

Claim 34 (currently amended). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming

a pad and forming a bar having a uniform thickness with a center and two ends,

the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

bending the ends of the bar to form wings, the ends of the bar being bent to form wings of different lengths,

attaching the wings to the pad, and the end of the bar being bent to form an angle between 10-20<sup>0</sup> between such end and the center of the bar.

Claim 35 (previously presented). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad and forming a bar having a uniform thickness with a center and two ends, bending the ends of the bar to form wings, attaching the wings to the pad, and the ends of the bar being bent to form wings having different angles between the ends and the center of the bar respectively.

Claim 36 (currently amended). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad and forming a bar having a uniform thickness with a center and two ends,

the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

bending the ends of the bar to form wings, the ends of the bar being bent to form wings of different lengths,

attaching the wings to the pad, and the grouser shoe being treated to alter the physical properties of the bar.

Claim 37 (original). A method of claim 36 characterized in that the grouser shoe is differentially heat treated such that the bar has a hardness substantially similar to that of the pad at the joint therewith, and said hardness of the bar increases outwardly therefrom.

Claim 38 (currently amended). A method of claim 37 characterized in that the pad has a Rockwell hardness, said Rockwell hardness being typically in the range of 35-40 Rc and the bar has a Rockwell hardness, said Rockwell hardness being substantially 50-55 Rc at its outer edge.

Claim 39 (cancelled).

Claim 40 (previously presented). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad having a flat piece,

separately forming a bar of uniform thickness, the bar having a center and two ends,

the center having a center axis and each end having an end axis respectively,

forming wings by bending the ends of the bar to produce an angle between the center axis and each respective end axis to create a bar having a "C" shaped cross section,

attaching the bar to the pad, and  
the wings are of different lengths.

Claim 41 (currently amended). A method of ~~claim-39~~ claim 40 characterized in that the angle between the center axis and the respective end axis is [preferably] between 10-20°.

Claim 42 (currently amended). A method ~~of-claim-39~~ characterized-in-that for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad having a flat piece,  
separately forming a bar of uniform thickness, the bar having a center and two ends, the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

the center having a center axis and each end having an end axis respectively,

forming wings by bending the ends of the bar to produce an angle between the center axis and each respective end axis to create a bar having a "C" shaped cross section,



the wings have different angles between the center axis and each respective end axis,  
and attaching the bar to the pad.

Claim 43 (currently amended). A method of ~~claim-39~~ claim 40 characterized in that the grouser shoe is differentially treated such that the bar has a hardness substantially similar to that of the pad at the joint therewith, and said hardness of the bar increasing outwardly therefrom.

Claim 44 (previously presented). A method of claim 43 characterized in that the pad has a Rockwell hardness of about 35-40 Rc and the bar has a hardness of substantially 50-55 Rc at its outer edge.

Claim 45 (original). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad having a flat piece and an integral bar,

the bar being of uniform thickness and having a center and two ends, the center having a center axis and each end having an end axis, respectively,

shearing the ends of the bar from the pad,

forming wings by bending the ends of the bar to produce an angle between the center axis and each respective end axis,

and reattaching the wings to the pad.

Claim 46 (original). A method of claim 45 characterized in that the wings are of different lengths.

Claim 47 (currently amended). A method of claim 45 characterized in that the angle between the center axis and the respective end axis is ~~preferably~~ between 10-20<sup>0</sup>.

Claim 48 (original). A method of claim 45 characterized in that the wings have different angles between the center axis and each respective end axis.

Claim 49 (original). A method of claim 45 characterized in that the grouser shoe is differentially treated such that the bar has a hardness substantially similar to that of the pad at the joint therewith, and said hardness of the bar increasing outwardly therefrom.

Claim 50 (original). A method of claim 49 characterized in that the pad has a Rockwell hardness of about 30-40 Rc and the bar has a hardness of some 52-55 Rc at its outer edge.

Claim 51 (cancelled).

Claim 52 (currently amended). A method for manufacturing a grouser shoe for a tracked vehicle, said method comprising forming a pad having a flat piece with a leading edge, a trailing edge, and an integral bar,

the length of the flat piece ~~preferably~~ being substantially 60-80% of the width of the pad,

the width of the leading edge ~~preferably~~ being substantially 10-20% of the length of the pad,

the width of the trailing edge ~~preferably~~ being substantially 5-15% of the length of the pad,

the bar being of uniform thickness and having a center and two ends, the center having a center axis and each end having an end axis respectively,

shearing the ends of the bar from the pad,

forming wings by differentially bending the ends of the bar to produce ~~an~~ a differential angle of substantially  $10-20^{\circ}$  between the center axis and each respective end axis creating a bar having a "C" shaped cross section,

reattaching the wings to the pad,

the bar extending upwardly off of the pad to form the primary ground engaging drive connection for the shoe,

and differentially heat treating the pad to a hardness of substantially 35-40 Rc and the bar to a hardness of substantially

50-52 Rc for 75% of its extremity and 35-40 Rc at its joint with the pad.

Claim 53 (cancelled).